

How **SHIFT** Prioritizes Transportation Projects

In 2016, Gov. Matt Bevin directed the Kentucky Transportation Cabinet (KYTC) to develop a transformational process to better allocate the Commonwealth's limited transportation funds. The Strategic Highway Investment Formula for Tomorrow (SHIFT) was the result -- a data-driven, objective approach to compare capital improvement projects and prioritize transportation spending.

SHIFT helps reduce overprogramming and provides a clear road map for construction in the coming years. The formula applies to all transportation funding that isn't prioritized by other means, such as maintenance work, local government projects and dedicated federal projects. Committed projects -- previous SHIFT priorities with funding beyond the design phase programmed in early years of the Enacted Highway Plan -- will be included in the Recommended Highway Plan. **Here's how SHIFT works:**

1. The List



KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations and KYTC Districts). These leaders may add or subtract projects at this stage.

2. Sponsorship



To move forward, projects must be sponsored by local transportation leaders. Each ADD, MPO and District are allocated a number of sponsorships based on population, lane miles and number of counties served. After consulting with local elected officials, transportation leaders choose which projects to sponsor.

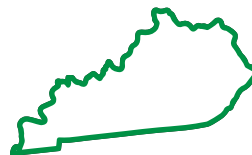
3. Review and Scoring



Each project is reviewed and scored on a scale of 0 to 100 with a formula that uses objective measures for five key attributes -- safety, congestion, asset management, economic growth and benefit/cost. Projects of

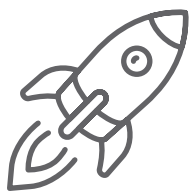
statewide significance -- interstates, parkways and other major connecting routes -- are scored first. The remaining projects, known as regional projects, are scored using a similar formula.

4. Statewide Priorities



KYTC identifies the top scoring statewide projects and about one-third are selected for priority funding. The remaining statewide projects are considered during the next phase.

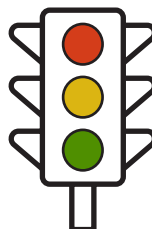
5. Local Boosting



Local transportation leaders take the lead role in prioritizing regional priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs and KYTC

Districts may “boost” the scores for their top priority projects, adding 15 points to their base scores on the 0-to-100 point scale. Projects boosted by both the District and ADD/MPO receive an additional 30 points – a “turbo boost.”

6. Regional Priorities



Kentucky is divided into four geographic regions – each containing three contiguous KYTC districts. Each region gets an equal allocation of funds. The top ranking projects in each region are the priorities considered in drafting the State Highway Plan.

7. Recommended State Highway Plan



KYTC combines the statewide and regional priorities to help develop the Governor’s Recommended State Highway Plan, which is presented to the General Assembly.

8. Enacted State Highway Plan



During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years.